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NEW PORTS, SHIPS, EQUIPMENT, AND SERVICES IN USSR;
DATA ON SHIPYARD ACTIVITIES, ADMINISTRATIVE PERSONNEL

WATER, RAIL TRANSPORT AT KRASNOVODSK CRITICIZED -- Ashkhabad, Turkmeneskaya
Iskra, 27 Jan 54

The harbor at Krasnovodsk is filled with ships bringing such cargoes as grain, meal, mineral fertilizer, and agricultural machinery for delivery to Turkmen SSR, Uzbek SSR, and Tadzhik SSR. On their return trips these ships carry freight from the Central Asian republics to other parts of the nation.

The flow of freight through the port is mounting quickly -- in the near future many thousands of tons of bread grains must be delivered to places in Turkmenistan alone -- and the question arises as to whether the steamship company [Caspian Steamship Company], the port, and the Ashkhabad Railroad System will be prepared to handle the increase. Judging from past performances and present conditions, the answer to this question must be negative.

In general the port and the railroad operate as separate enterprises without even notifying each other of expected trends in traffic volume and type. As of the present time no agreement has been drawn up among the steamship company, the port, the railroad station, and the railroad defining their operational relationship on freight arriving at and departing from the port of Krasnovodsk. The results of this lack of coordination can be seen in the loading and unloading of railroad cars which took place in the port during 1953. Of all the cars loaded or unloaded there, 75 percent were processed with delay. The average layover time for each car was 8.1 hours above the norm. In spite of the quantities of mechanical equipment available, the port was obliged to pay the Ashkhabad Railroad System over 650,000 rubles in demurrage charges for late processing of the cars. The situation has not improved in January of 1954 and demurrage charges continue to mount. On 8 January the port left 9 cars unloaded, on 9 January it left 12 cars, on 10 January it left 19 cars, and so forth.

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A massive planting will begin very soon in the Central Asian republics. In this connection it is necessary that mineral fertilizer be shipped to the area immediately and that delivery of grain to the cotton growers be made as an advance on future cotton harvests. Unfortunately, however, these cargoes are accumulating in great quantities in the port without being delivered. On 21 January, for example, there were over 300 cars of superphosphate standing in the port, over 100 cars of bread grains, and many cars of tea, sugar, textiles, and construction materials.

Evidently the port cannot even organize its relations with the local base of Zagotzerno (All-Union Combine for Grain Procurement) and other recipients of direct freight for Krasnovodsk and the surrounding oblast. Disputes between Russkikh, chief of the second section of Krasnovodsk Port, and Kotlyarov, director of the Krasnovodsk base of Zagotzerno, continued all through 1953 and January 1954, with each accusing the other of poor work production but neither doing anything to remedy the situation.

Some time ago, 300 tons of meal were delivered to the port which were intended for delivery in the region. This meal was stored in a place from which it was practically impossible to remove it by motor transport and where it could be loaded on railroad cars only with great difficulty. It is for reasons such as this that hundreds of tons of meal and groats lie for months in the port, deteriorating in quality, and finally arriving at the stores only after great delays.

The particular instance mentioned above came about because Russkikh did not think over the process of transshipment or prepare the cargo for delivery from the port before he stored it.

The chief of the port's commercial section tries to mitigate the harm to the client in these cases by reducing demurrage charges for late removal.

The absence of work coordination between water and railroad workers results in many cases of ships standing idle, awaiting cargoes. Recently the vessels Koreiz, Mikoyan, Akhundov, and others left the port at Krasnovodsk with half loads, and the Akmolinsk sailed with empty holds. Yet during this same period a sufficient amount of freight for the ships was located at the railroad station; it was simply not delivered to the port on schedule.

On 15 January the deputy chief of the railroad station, Moskalenko, promised to deliver cars loaded with cotton to the port at one o'clock in the morning. The hour of promised delivery came and went; it was late in the morning before the cars arrived. During all this time the ship, the machinery, and the stevedores were kept waiting for the arrival of cargo. These same conditions were observed on 13 and 14 January.

NEW RIVER PORT FACILITIES UNDER CONSTRUCTION -- Moscow, Gudok, 14 Mar 54

A river port is currently under construction at the city of Pechora on the eastern bank of the Pechora River.

[The Pechora mentioned above is located at 65-12 N and 57-14 E, according to the United States Board of Geographic Names. It is not the Pechora listed in the NIS Preliminary Gazetteer.]

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Moscow, Pravda, 24 Feb 54

In spite of bad weather, the construction of Ul'yanovsk Port continues. This port will be one of the most important on the future Kuybyshev Reservoir. In bad weather, dry-cargo vessels, tankers, and timber rafts will be able to take shelter in the port where they will be protected from the weather by a breakwater which is being faced with stone and reinforced concrete.

A channel is currently being dug at the site by excavators, and piers are being installed with the aid of pile drivers.

Riga, Sovetskaya Latviya, 10 Feb 54

In a recent interview with a Tass correspondent, the chief of construction at Osetrovo Port, V. I. Pryadko, reported the following:

The river port is being constructed near the small village of Ust'-Kut on the Lena River where an area was cleared from the taiga with the aid of bulldozers and scrapers.

A granite hill near the construction site has been converted into a rock quarry, where a rock crusher is in operation. A crib pier has been built at the port from tens of thousands of cubic meters of stone delivered from the quarry by a fleet of trucks.

Until the very heavy icing of the river, channel-deepening operations were carried out so that Osetrovo can be used by the largest river ships.

In the 1953 navigation season the port was able to accept large ships for the first time, and it is expected that when the present construction is completed, freight will move northward through the port in great quantities. The large stone warehouses of the port already house freight for shipment in the coming navigation season.

A river passenger station, hotel, and restaurant will be built at the port in the near future.

SOME 1953 AND EARLY 1954 PLAN RESULTS -- Moscow, Voeny Transport, 9 Jan 54

The 1953 tonnage transport plan was completed by the river fleet on 26 November and by the maritime fleet on 16 December.

The maritime fleet exceeded the plan for transport of petroleum, timber on ships and in rafts, coal, ore, and mineral construction materials.

In the maritime and river fleets combined, 96 supplementary ships with and aggregate deadweight tonnage of 82,000 tons were put into service for the transport of consumer goods. A total of 52 supplementary freight lines employing 110 ships were organized for the shipment of produce and fish from kolkhozes and sovkhoses and the delivery of manufactured goods from plants to these agricultural enterprises. The regular lines connecting the sovkhoses and kolkhozes with industrial centers were augmented by the addition of over 100 ships having an aggregate deadweight tonnage of about 50,000 tons. To improve passenger service, over 200 stopping points for cargo-passenger ships were opened.

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In spite of the successes that were registered, however, some areas continued to show unsatisfactory performances. The following steamship companies failed to fulfill the plan in tons, ton-kilometers, or ton-miles: Baltic, Danube, Murmansk Arctic, Dnepr, Pechora, Upper Irtysh, and Lena. The Volga Freight and Kama steamship lines failed to fulfill the ton-kilometer plan, and Glavsevzapflot (Main Administration of the Northwestern Fleet) did not meet the ton plan.

The river fleet as a whole did not fulfill the transport plan for timber rafts, bread grains, salt, or coal.

The chief of the port at Murmansk, Kosyakov, withdrew two piers from use in order to carry out repairs and this slowed work there considerably.

The volume of freight shipped by schedule in the river fleet was 42.3 percent of the total, as compared to the planned percentage of 52.9 percent. The organization of transport on schedule was particularly poor on the Kama, Northern River, and Sheksna steamship lines.

Only 11.7 percent of all ship-carried freight was moved by the barge pushing method during the year. This advanced method was poorly utilized by the Kama, Sheksna, Volga-Don, Upper Irtysh, and Yenisey steamship lines. It was not generally used at all in the Moscow-Oka, Vyatka, Belaya, Sukhona, Pechora, White Sea-Lake Onega, Neman, and Central-Asian steamship lines.

Moscow, Vechernyaya Moskva, 24 Feb 54

The 1953 freight-turnover plan for small rivers in Moskovskaya Oblast was fulfilled by 109 percent.

Moscow, Vodnyy Transport, 24 Oct 53

The West Siberian Steamship Line has completed the 1953 navigation plan. In the Ob' basin about 400,000 tons of freight were carried by the barge pushing method -- one and a half times as much as in 1952.

Vil'nyus, Sovetskaya Litva, 17 Feb 54

The maritime port at Klaypeda has far exceeded the January 1954 cargo working plan. About 30 ships were worked during the month, including the Volokolamsk, Khasan, and Prometey.

Productivity of cargo work at the port has been increased by 20 percent over 1953, and the time spent in loading and unloading has been cut in half as compared with the 1953 figures.

USSR SHIPYARD ACTIVITIES -- Baku, Bakinskiy Rabochiy, 18 Feb 54

The lathe, tool, and forging shops of the Baku Yard imeni Vano Sturua have fulfilled the January plan by 120 percent. The hull-welding shop fulfilled the plan by 104.5 percent.

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Moscow, Vodnyy Transport, 1 Apr 54

The machine shop of the Ulan-Ude Yard is preparing ships for navigation ahead of schedule. Several electric welders, milling machine operators, and boilermakers have exceeded their norms. The workers of the boiler welding shop have fulfilled the monthly plan by 170 percent.

The machine, electric assembly, and rigging shops of the Odessa Yard of the Black Sea Steamship Company completed their quarterly plan on 20 March.

Petrozavodsk, Leninskoye Znamya, 14 Feb 54

The repair of ships and preparations for the coming navigation season are proceeding according to schedule in Petrozavodsk.

The tug S/S Vidlitsa was repaired on schedule and the M/V Glazunov was repaired ahead of schedule. The roadstead vessel S/S Karas', the tug Ogyust Blanki, and 20 non-self-propelled vessels have been technically prepared for the navigation season.

Moscow, Trud, 27 Jan 54

The river workers of the Volga-Don Steamship Line are preparing for the navigation season. The Krasnyy Flot Yard has completed repairs on the tug M/V Khrabryy 20 days ahead of schedule. This was the 26th ship repaired at the yard by the rapid method.

Kiev, Pravda Ukrainy, 27 Jan 54

The Leninskaya Kuznitsa Shipbuilding Yard in Kiev is beginning series production of seagoing fishing trawlers in 1954 and continuing production of new river vessel types and cargo machinery.

Besides these activities, the yard will support agriculture in 1954 through the production of feed steamers and spare parts for tractors and combines. Production of consumer goods is also being organized, such as iron pots and pans, iron castings for general use, and other articles. The yard is rendering particular aid to the Rogozovskaya MTS and the Borispol'skiy Kolkhoz in Kievskaya Oblast by building hothouses and machinery for the livestock farms.

The workers of the yard have pledged fulfillment of the 4-month plan by 103 percent, including the production of a 500 deadweight-ton dry-cargo barge and the first two seagoing trawlers during this period. The shipbuilding workers have pledged fulfillment of the consumer goods plan by 103 percent, the tractor and combine spare parts plan by 105 percent, and the petroleum equipment plan by 106 percent.

Petrozavodsk, Leninskoye Znamya, 26 Jan 54

The Baku Shipyard (Baksudoverf) is doing an unsatisfactory job in the repair of ships for Kaspnefteflot (Caspian Sea Petroleum Fleet). In April of 1953, the cutters Smelnyy, Sarvin, and Buran were put into the yard for repairs. According to the contract signed between the shipyard and Kaspnefteflot, the repairs were to be completed by 1 September 1953. This date was not met however and the ships remained under repair for several more months. These delays are the direct result of poor work organization, failure to follow orders, and poor quality of workmanship on the part of the shipyard.

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In response to complaints from the crews of the Kaspnefteflot ships, the chief engineer of the shipyard, Shumsker, issued an order prohibiting crew members of Kaspnefteflot ships from trespassing on the territory of the shipyard; as a result, the crews have not been able to enter the shipyard since. In addition to this, the chief of the Production and Technical Division of the shipyard, Sukhorukov, attended a dispatchers' meeting and did everything possible to silence those who criticized the deficiencies of the shipyard.

The 1953 plan results indicate the poor organization of the Baku Shipyard. The yearly plan was fulfilled by only 72.3 percent, the ship repair plan by only 79.8 percent, and the plan for repair of Kaspnefteflot ships by only 64.3 percent.

Moscow, Izvestiya, 28 Jan 54

In 2.5 months of winter repair work, the Zvenigovo Ship Repair Yard imeni Butyakov [Mariyskaya ASSR] has readied 19 ships for the coming navigation season.

Moscow, Vodnyy Transport, 9 Jan 54

The Khlebnikovo Ship Repair Yard produces fuel injection nozzles for the 3D6 diesel engine.

Petrozavodsk, Leninskoye Znamya, 26 Jan 54

The Sortavala Ship Repair Yard, which serves the North Ladoga Motorized Fishing Station and the Sortavala Fish Processing Plant, has pledged these enterprises that all their ships will be repaired by the beginning of the navigation season.

INCREASED SERVICE PLANNED AS NAVIGATION SEASON OPENS -- Moscow, Izvestiya, 9 Apr 54

Truck traffic is increasing in Moscow's South Port as the navigation season opens. On 25 March several port tugs began the delivery of construction materials to the city. In the first 10 days of operation the tugs Anapa, Kom-bayner, No 2506, and others delivered over 40,000 tons of construction materials.

In the 1954 navigation season, South Port expects to handle 230,000 tons more construction materials than in 1953, and in over-all cargo handling the plan calls for an increase of 420,000 tons.

The rebuilding of berths with pier-to-shore cargo moving equipment is expected to speed the working of bulk cargo. A special berth and warehouse have been built to accommodate freight from the kolkhozes of Moskovskaya Oblast served by the new 100-kilometer line from Faustovo to Moscow.

On 7 April the tugs Kim, Levanevskiy, Lyapidevskiy, Kamanin, and 11 others made the first voyages of the season on the Oka River.

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Moscow, Pravda, 17 Feb 54

On the Volga Freight Steamship Line, 150 ships have been repaired by their own crews, thus effecting a saving of 4 million rubles.

In the 1954 navigation season, the shipment of bread grains, vegetables, coal, timber, and other freight will increase considerably on this line. To facilitate shipment of consumer goods, the line has organized eight new lines: Moscow-Stalingrad, Gor'kiy-Molotov, Kineshma-Moscow, Astrakhan'-Molotov, and others. Ship repair yards are now converting 44 diesel vessels and 22 barges for the transport of fruit, vegetables, butter, and other produce.

Moscow, Trud, 2 Feb 54

The river workers of the Northwestern Steamship Line are preparing for the approaching navigation season. Almost three times as many self-propelled ships have been repaired as was planned, and repair of the non-self-propelled fleet is progressing according to schedule.

A considerable increase in both freight and passenger traffic is expected by the line in 1954. New passenger ships have been added to handle the increased demand. A sufficient number of new cargo vessels have been added to allow the opening of express freight lines from Leningrad to Moscow, Leningrad to Molotov, and Leningrad to Saratov. Regular voyages will be made from Leningrad to Novgorod and from Leningrad to Voznesen'ye for the delivery of consumer goods.

Moscow, Trud, 27 Jan 54

The Volga-Don Steamship Line will open numerous new passenger and freight lines in 1954. Among them will be new lines from Liski to Veshenskaya and Veshenskaya to Kalach. New lines will also be opened in the Tsimlyanskaya Reservoir. A new installation is being set up in the port at Tsimlyanskaya for transferring grain from railroad cars to barges.

The Volga-Don Steamship Line will receive 35 additional ships for use in barge pushing.

Moscow, Pravda, 14 Apr 54

The navigation season has opened on the Don River.

Freight transport on the Volga-Don Steamship Line in 1954 is to increase 20 percent over the 1953 level.

This year for the first time, heavy capacity barges will make through voyages from the Volga and Kama rivers to Taganrog, Yeysk, and Zhdanov. Passenger lines will be opened from Rostov to Yeysk and from Kalach-na-Donu to Veshenskaya and Liski.

Moscow, Pravda, 16 Apr 54

The river workers of Moscow expect to handle one and a half times as much freight during 1954 as in 1953.

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To aid in the transport consumer goods, express cargo lines are being opened between the capital and Kalinin, Shcherbakov, Yaroslavl', and Stalin-grad.

Moscow, Vodnyy Transport, 9 Jan 54

In recent times transportation connections between the port of Odessa and the northwestern shore of the Black Sea have been strengthened, and a considerable amount of freight is now being shipped from this area. In September 1953, for example, ships of the port fleet completed 12 voyages to Kherson, Khorly, and Skadovsk.

The port of Odessa and the steamship company [Black Sea Steamship Company] recently established connections with the Crimean office of Glavsakharotorg (Main Administration of Sugar Trade) which supplies sugar, confectionery, and tea to the Crimea. In the past this cargo was shipped by water only to Yalta, but beginning in 1954 it will be delivered by water transport to Yevpatoriya, Sevastopol', Kerch', and Feodosiya as well. Ships of the Odessa port fleet will be used for this service, including the auxiliary schooners Yug and Vostok.

Moscow, Literaturnaya Gazeta, 15 Apr 54

The winter was severe this year in the area of the lower Volga River and the northern Caspian Sea with ice as far south as the Apsheron Peninsula.

On 13 April, however, the flag of navigation was raised on the Caspian Sea. Commercial vessels have begun operations and the fishing fleet has moved into the northern Caspian.

The M/V Azerbaydzhan made the first trip from Baku to Astrakhan'.

NEW SHIPS, EQUIPMENT PUT INTO SERVICE -- Riga, Sovetskaya Latvija, 19 Feb 54

The Main Administration of Fish Industry, Ministry of Food Products Industry Latvian SSR, has acquired two new refrigerator ships. One of them, the M/V Druzhba, is the largest in the republic. The vessel's freezing equipment can freeze 13 tons of fresh fish in 24 hours, and 130 tons of frozen fish can be stored in the refrigerated holds.

The M/V Druzhba has been sent to the Riga Ocean Fishing Port.

Moscow, Vodnyy Transport, 13 Oct 53

The Kaunas Ship Repair Yard has built a powerful new suction dredge. Tests indicate that the new dredge can replace four multibucket excavators. It deposits silt at a distance of 100 meters from the dredging site.

Kiev, Pravda Ukrainy, 28 Jan 54

The Black Sea Steamship Company has received the new tanker Leningrad. Built in a domestic yard, the vessel has a length of 140 meters and a beam of 19 meters. The tanker is fitted with the latest accommodations for the crew.

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During its first few voyages, it will be under the command of test captain Fomin.

Tallin, Sovetskaya Estoniya, 24 Jan 54

The coastal fleet of the Baltic Steamship Company's regional [Tallin] administration has received the new diesel ship M/V Sindi. This vessel is the first of four of its type which will be received by Estonian seamen this year.

Moscow, Pravda, 13 Apr 54

A 100-ton capacity self-propelled floating crane left Baku yesterday on its first trip. The crane is headed for Neftyanne Kamni where it will be used in the construction of an all-metal drilling platform.

Moscow, Komsomol'skaya Pravda, 27 Jan 54

Last summer for the first time workers of the Laval'skiy Timber Management saw a small cutter proceed up the shallow and over the many rapids of the Pinega River [64-07N 41-58E], towing a barge loaded with skidding tractors, trucks, and boxes. This was the beginning of service by the cutter T-71 and the barge T-73, which were created by the Engineering Design Bureau of Glavleszapchast' (Main Timber Administration of Spare Parts), Ministry of Timber and Paper Industry.

Ships for service on small rivers are now being built in quantity by the Maymaksa Machinery Plant [probably a part of the Maymaksa Shipyard in Arkhangel'sk]. Barges and cutters are built in sections here, and personnel of the hull shop, fitters, welders, assemblers, and painters are working to increase the speed of this fabrication.

Moscow, Vodniy Transport, 9 Jan 54

During 1953 the Odessa Central Design Bureau worked out a design for a new maritime passenger cutter which will be built in great numbers by series production. The ship has accommodations for 96 passengers and a displacement of 54 tons. The new ships will be used on regular suburban passenger lines and on resort lines in the Ukraine, Crimea, and Caucasus.

The first of these cutters will be put into operation in 1954, and series production will begin the same year.

ADMINISTRATIVE PERSONNEL -- Moscow, Vodniy Transport, 9 Jan 54

[The following administrative personnel of the Ministry of Maritime and River Fleet have been identified in the Soviet press.]

A. V. Nikolin -- chief of the Transport Administration (Upravleniye perevozok), MinMorRechFlot (Ministry of Maritime and River Fleet).

Kalinin -- chief of the Industrial Enterprises Division, Glavtsentrolot (Main Administration of the Central Basins Fleet).

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Yerukhimovich -- chief of the Division for the Technical Operation of the Fleet, Glavtsentroflot.

A. Samson -- chief of the Tallin Regional Administration, Baltic Steamship Company.

Nesterov -- deputy chief, Glavsevozflot (Main Administration of the Northwestern Fleet).

Moscow, Vodnyy Transport, 24 Oct 53

N. Krashenninikov -- chief of the Political Division, West Siberian Steamship Line.

Yu. Orlov -- chief of the Gor'kiy Regional Administration, Volga Freight Steamship Line.

V. Pavlov -- chief of the Gor'kiy river port.

Moscow, Vodnyy Transport, 27 Oct 53

Kurganov -- deputy minister MinMorRechFlot.

Ozhigov -- chief of the Capital Construction Division, Glavdal'flot (Main Administration of the Far Eastern Fleet).

Kostrov -- deputy chief for construction, Glavtsentroflot.

Moscow, Krasnaya Zvezda, 5 Mar 54

P. A. Karelin -- chief of the Northern Basin Route Administration.

S. A. Kuchkin -- chief of the Volgotanker Steamship Line.

A. Ya. Makar'yev -- chief of Leningrad Port.

Moscow, Krasnaya Zvezda, 7 Mar 54

Cherevko -- deputy minister, MinMorRechFlot.

Ptashnikov -- deputy minister, MinMorRechFlot.

Vakhturov -- deputy minister, MinMorRechFlot.

Rumyantsev -- chief of the Political Administration, MinMorRechFlot.

Kiev, Pravda Ukrainy, 14 Jan 54

Engineer-general-director of the River Fleet 3d Class, Aleksandr Alekseyevich Tverdislov, died on 7 January 1954. Tverdislov was a hydrotechnical specialist and headed a division of the Scientific and Technical Council of the Ministry of Maritime and River Fleet at the time of his death.

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His obituary, which appeared in the press, was signed by the following persons: Z. A. Shashkov, P. V. Cherevko, M. S. Nazarov, A. N. Vakhturov, V. M. Ptashnikov, S. M. Bayev, V. I. Rummyantsev, S. Ya. Zhuk, V. V. Zvonkov, Ye. V. Bliznyak, N. N. Dzhunkovskiy, N. A. Zorin, V. Ye. Korepanov, M. I. Chernov, P. A. Leonov, L. P. Lavrinovich, V. M. Balanin, A. A. Mitaishvili, and A. M. Rummyantsev.

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